CLAIMS

1. Automatic multiple-gear transmission, in particular a power bifurcated auxiliary transmission for motor vehicles, in which several power paths are provided in a transmission housing (24) between a transmission input shaft (3) and a transmission output shaft (4) for the purpose of shifting gears, wherein the gears can be depicted with several conversion devices (8, 9, 10) that can be hooked up into a power flow via the control elements (5, 6, 7), characterized in that at least one of the conversion devices (8, 9) is at least partially located in a transmission housing (24) in such a way that radial and tangential forces affecting them when the translation device is closed can be transmitted directly into the transmission housing (24).

2. Automatic multiple-gear transmission according to claim 1, characterized in that axial forces abutting the conversion device (8, 9) can also be transmitted directly into the transmission housing (24) via the bearing (23) of the conversion device (8, 9) in the transmission housing (24).

3. Automated multiple-gear transmission according to claim 2, characterized in that the bearing (23) of the conversion device (8, 9) is equipped with a bearing sleeve (26; 26A to 26C) on which at least one of the control elements (6, 7) is at least partially located.

4. Automated multiple-gear transmission according to claim 3, characterized in that the bearing sleeve (26; 26A to 26C) is rigidly connected to the transmission housing (24) via at least one support element (25; 25A to 25C).

5. Automated multiple-gear transmission according to one of the claims 1 to 4, characterized in that the control elements (5 to 7) are formed as positive and/or non-positive control elements.

6. Automated multiple-gear transmission according to one of the claims 1 to 5, characterized in that the conversion devices (8, 9, 10) comprise at least one spur gear pairing, wherein in each case a spur gear (16, 17) is located on the bearing (23) of the conversion device (8, 9) and a second spur gear is located on a countershaft (11).

7. Automated multiple-gear transmission according to one of the claims 1 to 6, characterized in that the power paths are totaled in a summing transmission in form of a planetary gearset (2).